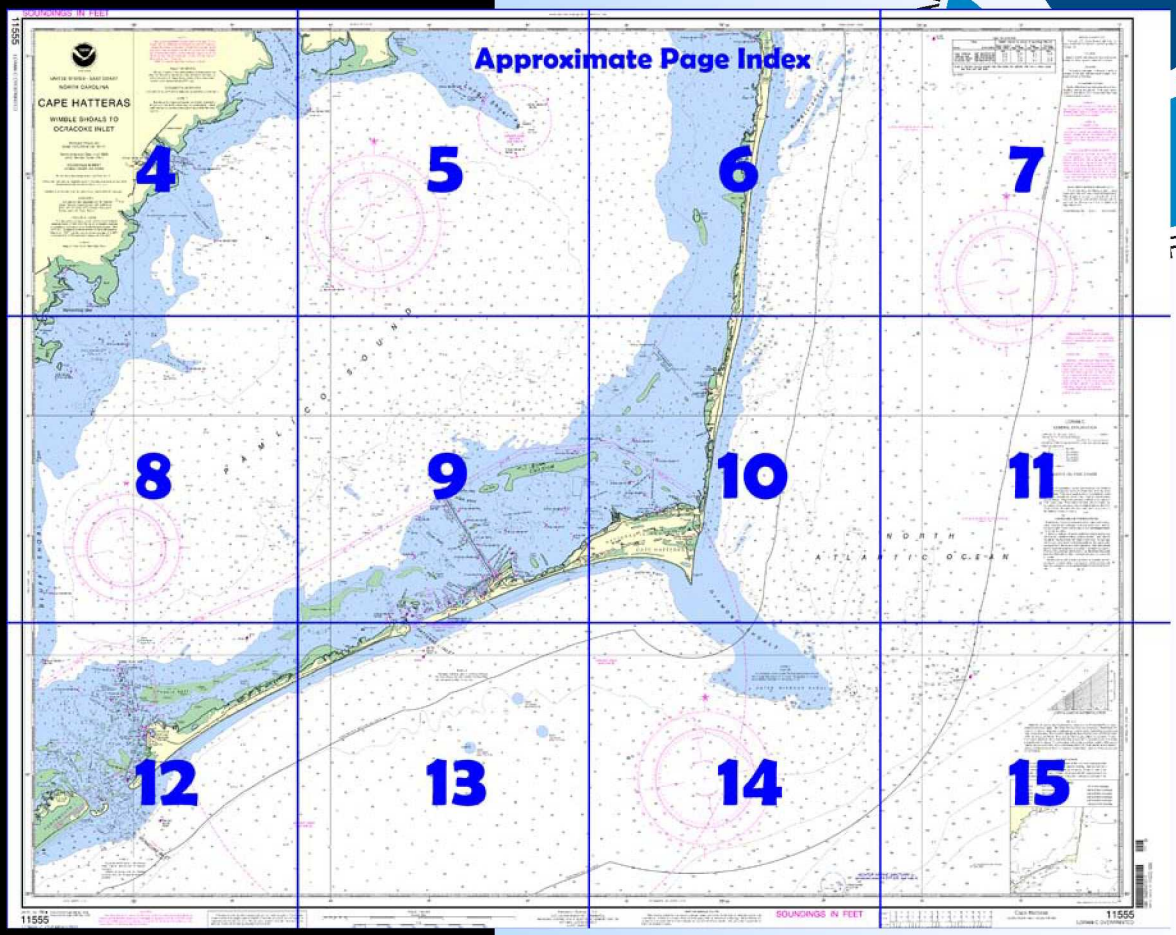
BookletChart™

Cape Hatteras - Wimble Shoals to Ocracoke Inlet
(NOAA Chart 11555)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

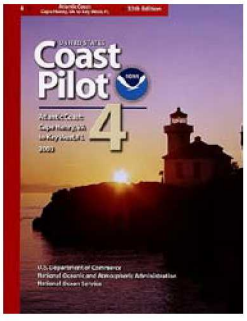
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 4 excerpts]
(60) **Diamond Shoals** extend off Cape Hatteras. Depths of 3 feet have been found**. Hatteras Shoals**, with little water over them, are usually marked by breakers. **Outer Diamond Shoal**, with depths of 3 to 18 feet, are marked by breakers. A buoy marks the east extremity of Outer Diamond Shoal.
(61) Hydrography is not charted on Diamond Shoals due to the changeable nature. Navigation is extremely hazardous for all types of craft.
(63) The wreckage of the Civil War Ironclad **MONITOR**, 7.7 miles south of the eastern limit of Diamond Shoals, has been designated **USS Monitor National Marine Sanctuary**.
(65) **Hatteras Inlet** is entered over a shifting bar; local knowledge is recommended. The approach is marked by a lighted buoy; buoys marking the channel over the bar are not charted because they are frequently shifted. An 88-foot tower showing a white light on the east side of the inlet is a conspicuous mark.
(66) **Hatteras** has stores, motels, and restaurants. **Hatteras Inlet Coast Guard Station** is on **Austin Creek**. There are wharves in the basin at Hatteras where berths, gasoline, diesel fuel, and marine supplies can be obtained.
(67) **Hatteras Inlet Channel** leads to **Rollinson Channel**. The depth was 6 feet. The channel is marked by lights, buoys, and daybeacons. A side channel to Austin Creek had a depth of 5½ feet to the Coast Guard pier and ferry landing. The creek channel is marked by two lights.
(71) The tidal currents in the channel through the inlet attain velocities of about 2 knots.
(167) **Pamlico Sound**. On the east it is separated from the ocean by a barrier beach from Oregon Inlet to Portsmouth Island. To the west it is joined by the Pamlico and Neuse Rivers, and to the south by Core Sound. Oregon, Hatteras, and Ocracoke Inlets pierce the beach, giving access to the ocean, but all are blocked by inside bars with little water over them.
(168) Numerous fishtraps, stakes, and pound nets have been reported in Pamlico Sound; some may be submerged. Small craft should use caution.
(169) **Pamlico**. General depths in the middle of the sound are 14 to 24 feet; shoals extend miles from shore in many places. **Bluff Shoal,** northward of Ocracoke Inlet, has 7 to 12 feet over it and extends across the sound. It is marked by a light. A dangerous wreck, covered 4 feet, is close northward of the light.
(170) In the exposed parts of the sound, strong winds from any direction raise a short, choppy sea uncomfortable to small craft and dangerous to open boats; protected anchorage for small craft can be found in the bays along the northern shore, and along the southern shore in sloughs which lead to sheltered berths in the lee of shoals. Middletown Anchorage and the anchorage in the bight formed by the hook of Royal Shoal can be made either day or night.
(175) **Avon.** A channel leads from Pamlico Sound to the basin at Avon. The controlling depth was ½ foot, thence 6 feet in the basin. The channel is marked by lights. Gasoline and diesel fuel are available at a fishhouse landing in the basin.
(176) **Cape Channel.** Local knowledge is advised. The channel is partially marked by lights and daybeacons.
(178) **Rollinson Channel;** leading from Pamlico Sound to the basin at Hatteras. The midchannel depth was 4 feet, thence 6 feet in the basin. Shoaling to 1 foot was reported in the northeast part of the basin. The channel is marked by lights. The lights are difficult to distinguish from the background lights on shore.
(180) **Far Creek**. A channel leads from the sound to the basin **Engelhard**. The midchannel depth was 6 feet to the basin, thence 11 feet in the basin. The channel is marked by lights and daybeacons.
(181) An oil dock and piers, with depths of 7 to 12 feet alongside, are on the south side below Route 264 bridge at Engelhard. Gasoline, diesel fuel, ice, and marine supplies are available.
(182) **Middletown Anchorage** has depths of 9 to 13 feet and is sheltered from eastward by Gibbs Shoal, which has 1 to 4 feet over it. There is no shelter from southeasterly or southerly winds. The anchorage is easy of access. **Middletown** is reached by **Middletown Creek.** The reported depth over the bar was 3 feet. Gasoline is obtainable in the town.
(183) Caution should be used in approaching Middletown Anchorage at night, as the low marshy shore extends long distances from the woods.
(184) **Wysocking Bay** is a convenient anchorage for small craft drawing less than 5 feet when following the north shore. The bay had depths of 5 feet from the entrance to its head. The entrance is obstructed by shoals. Daybeacons and lights mark the channel that leads northward of **Gull Shoal** and into the bay.
(185) **Nebraska Canal**. The canal is marked by a light at its entrance, and had a depth of 1 foot. Local knowledge is advised in the canal.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Apr. 8/06
Corrected through LNM Apr. 4/06

NOTE C

Ocracoke Inlet Channel and Teaches Hole Channel are subject to frequent changes.

Numerous buoys are not charted because they are frequently shifted in position.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 8° from the normal variation have been observed at latitude 35°32.0'N. and longitude 75°21.2'W. Differences of as much as 3° from the normal variation have been observed 6 to 12 nautical miles offshore from Wimble Shoals to Cape Hatteras. Differences of as much as 11° from the normal variation have been observed 5 to 7 nautical miles offshore from Currituck Beach Light to Wimble Shoals.

NOTE D

Hatteras Inlet is subject to continual change. Entrance buoys are not charted because they are frequently shifted in position.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Cape Hatteras, NC	KIG-77	162.475 MHz

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE F

Numerous fish traps and stakes have been reported in the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.627" northward and 1.396" eastward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

9960-X 9960-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Cape Hatteras	(35°14'N/75°31'W)	3.5	3.2	0.1	-2.8
Hatteras Inlet	(35°12'N/75°44'W)	2.3	2.1	0.1	----
Ocracoke Island	(35°07'N/75°59'W)	1.1	1.0	----	-1.0
Ocracoke Inlet	(35°04'N/76°01'W)	2.2	2.0	0.1	-2.0

Note: In Pamlico Sound, except near the inlets, the periodic tide has a mean range less than one-half foot.

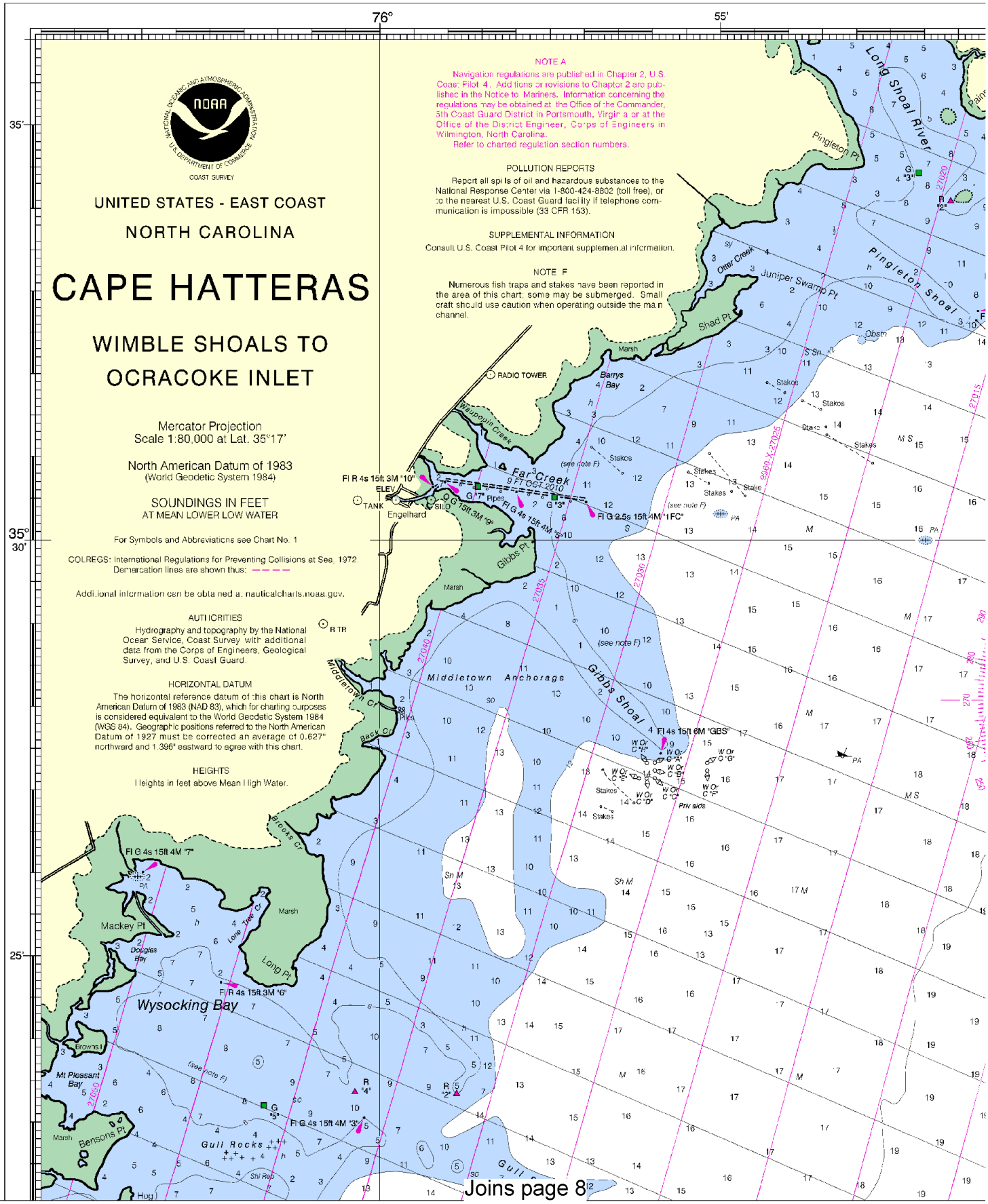
(Jan 2005)

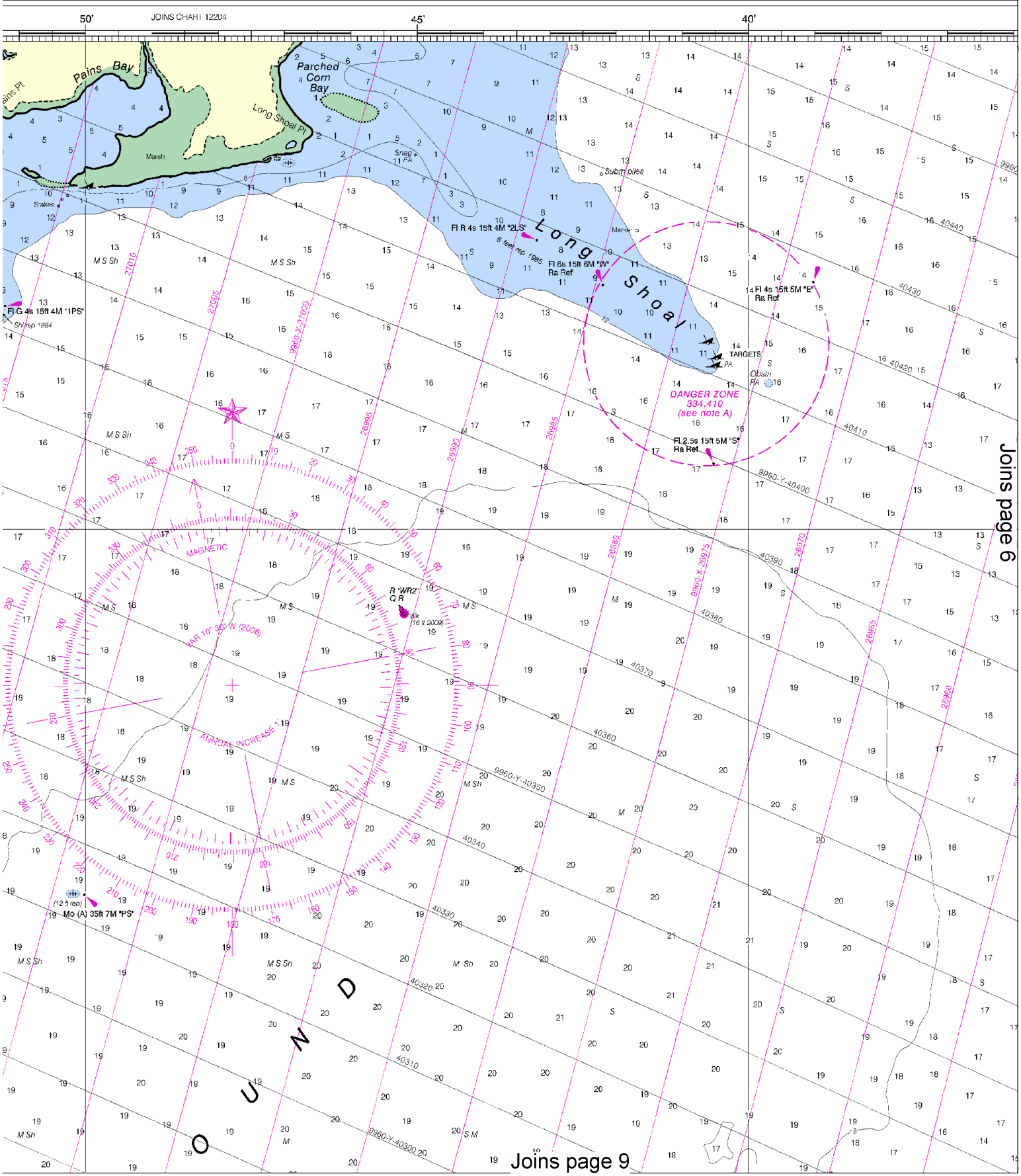
PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

SOUNDINGS IN FEET

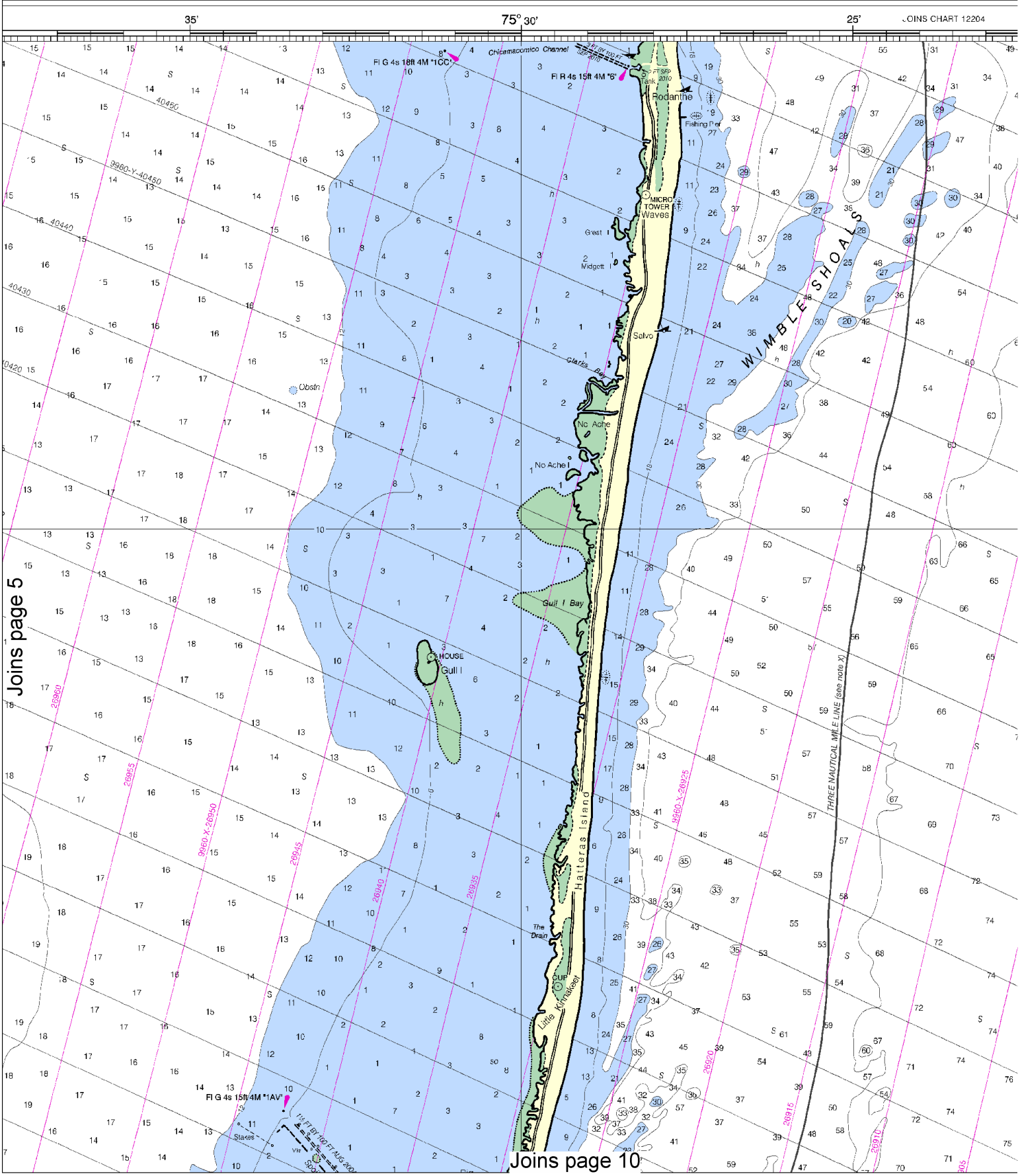
11555 LORAN-C OVERPRINTED





This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

st Ed., Apr 1914 G-1955-872 KAPP 525



North

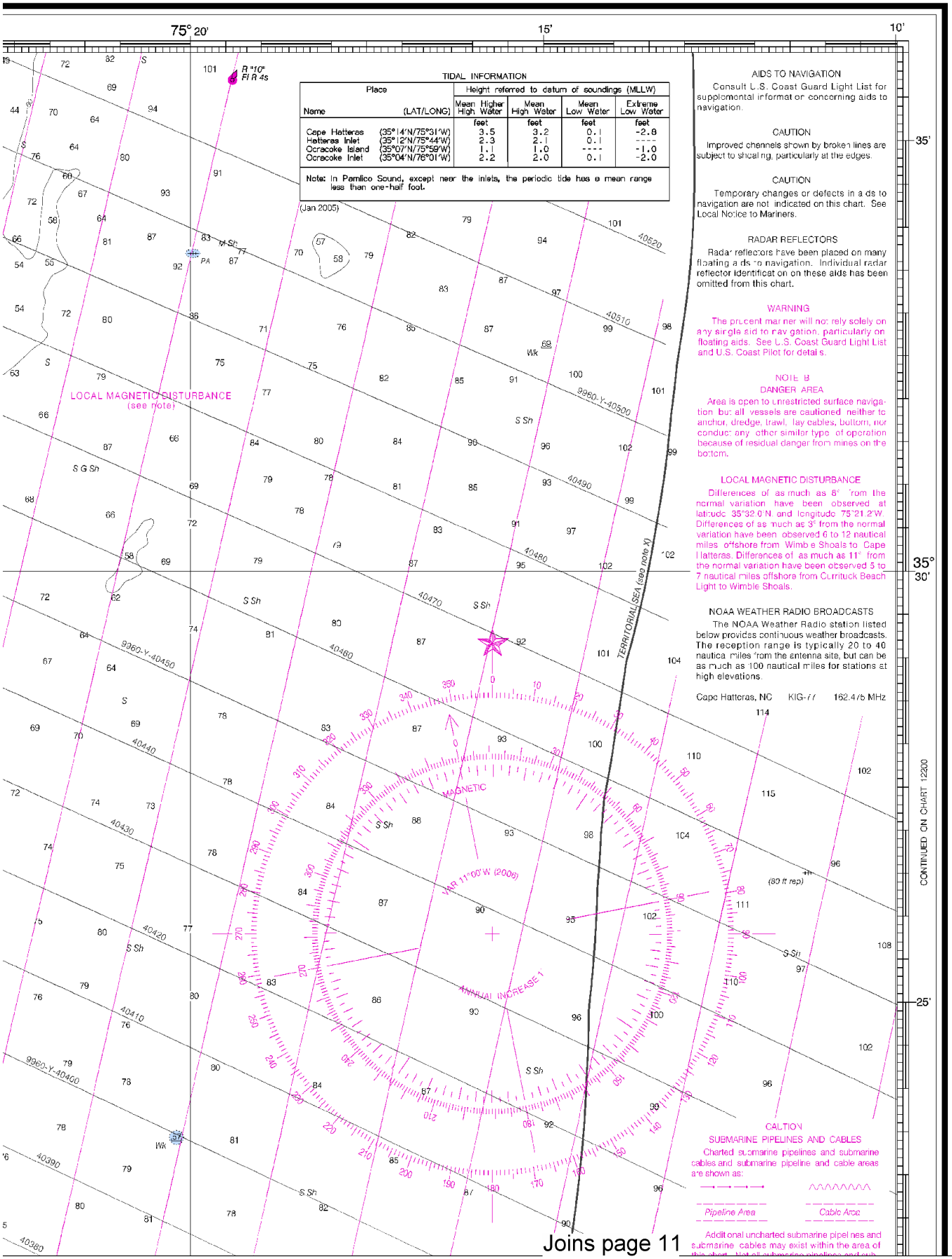
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

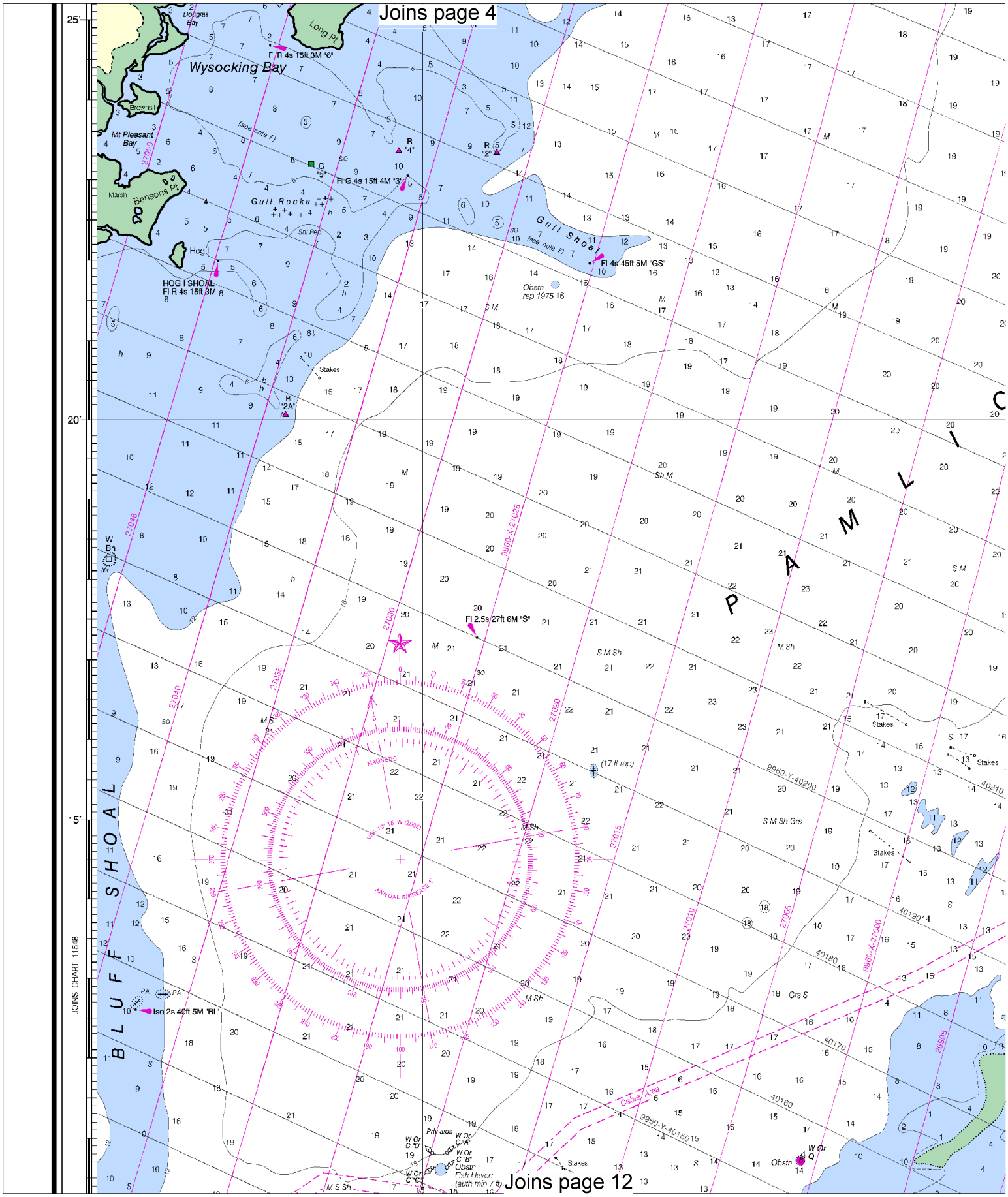
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0511 2/1/2011,
NGA Weekly Notice to Mariners: 0711 2/12/2011,
Canadian Coast Guard Notice to Mariners: n/a .



8

North

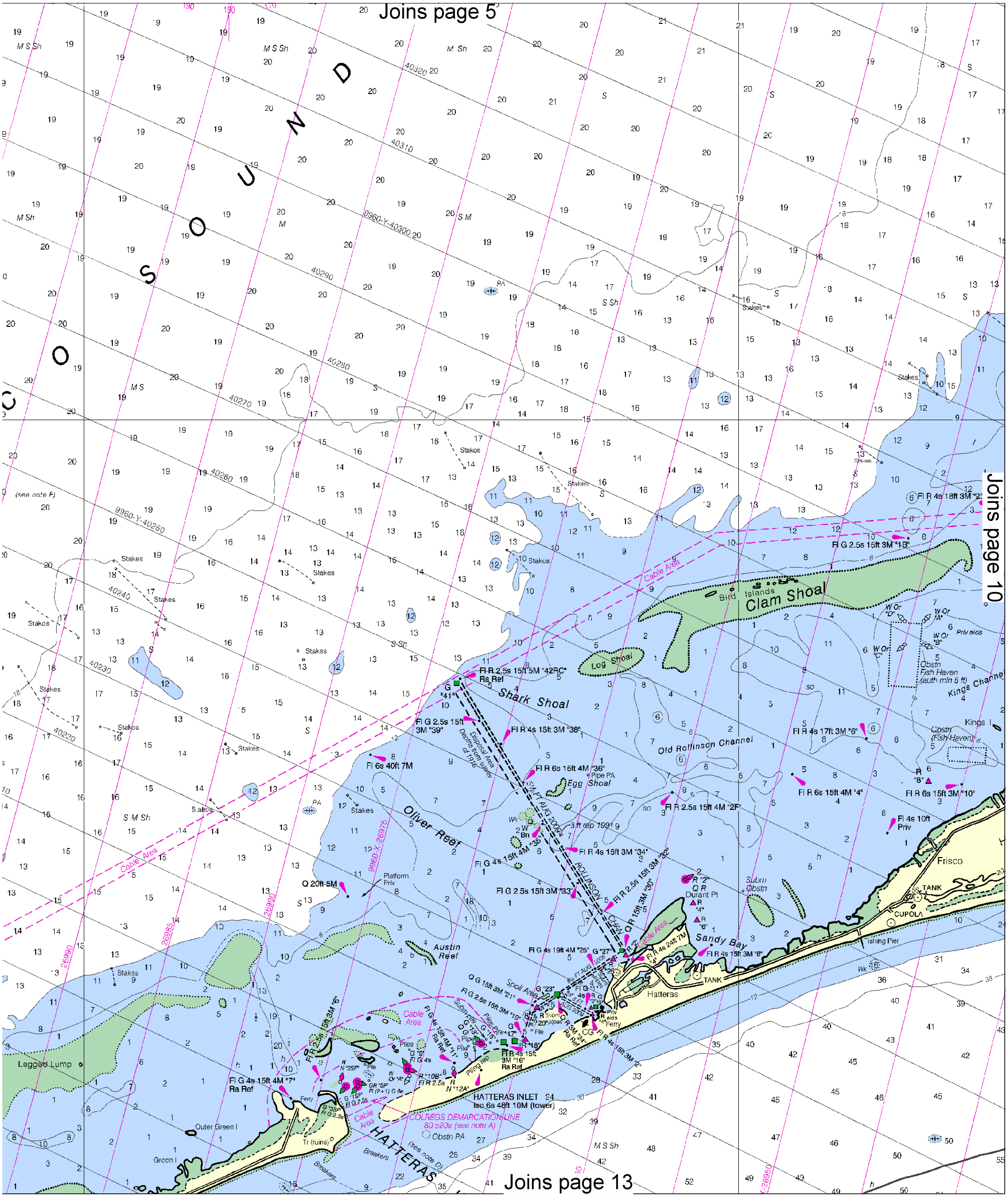
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 5



Joins page 10

Joins page 13

10

North

Printed at reduced scale. ~~SCALE 1:80,000~~

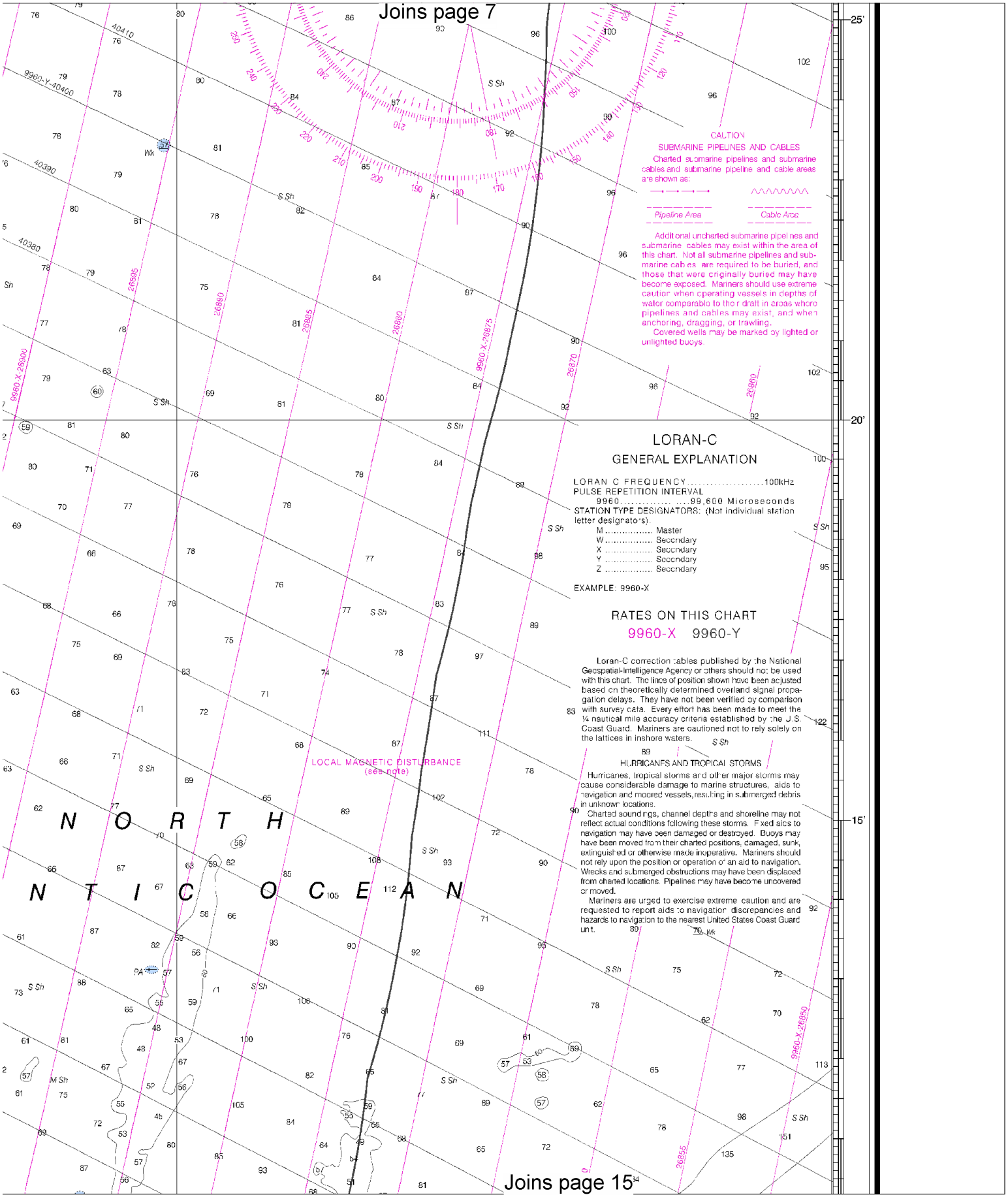
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
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LORAN-C
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LORAN C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960..... ....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary
EXAMPLE: 9960-X
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9960-X 9960-Y
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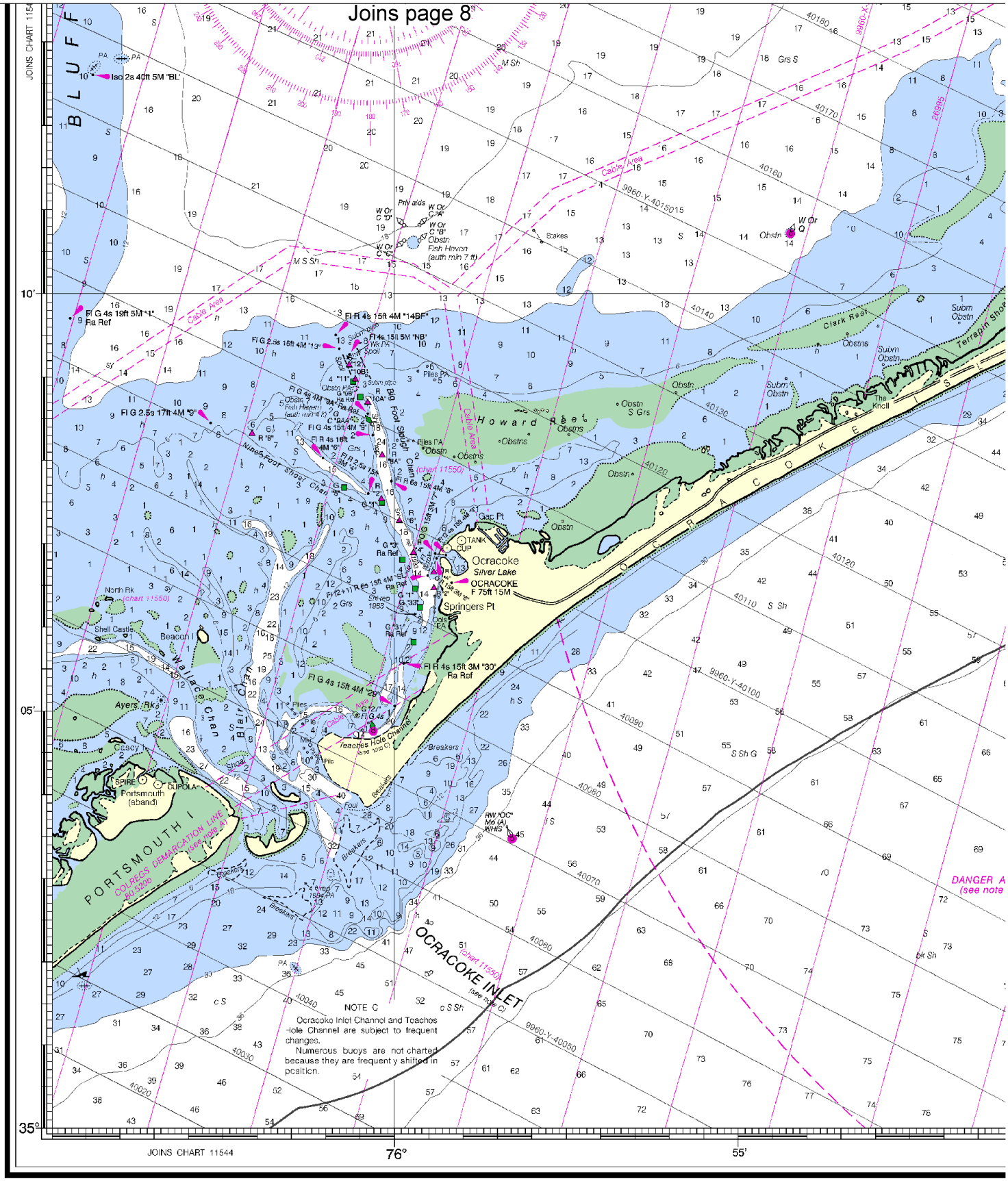
LOCAL MAGNETIC DISTURBANCE
(see note)
NORTH
ATLANTIC OCEAN
Joins page 15
25'
20'
15'



40th Ed., Apr. / 06 ■ Corrected through NM Apr. 8/06
Corrected through LNM Apr. 4/06

11555

LORAN-C OVERPRINTED

CAUTION

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This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

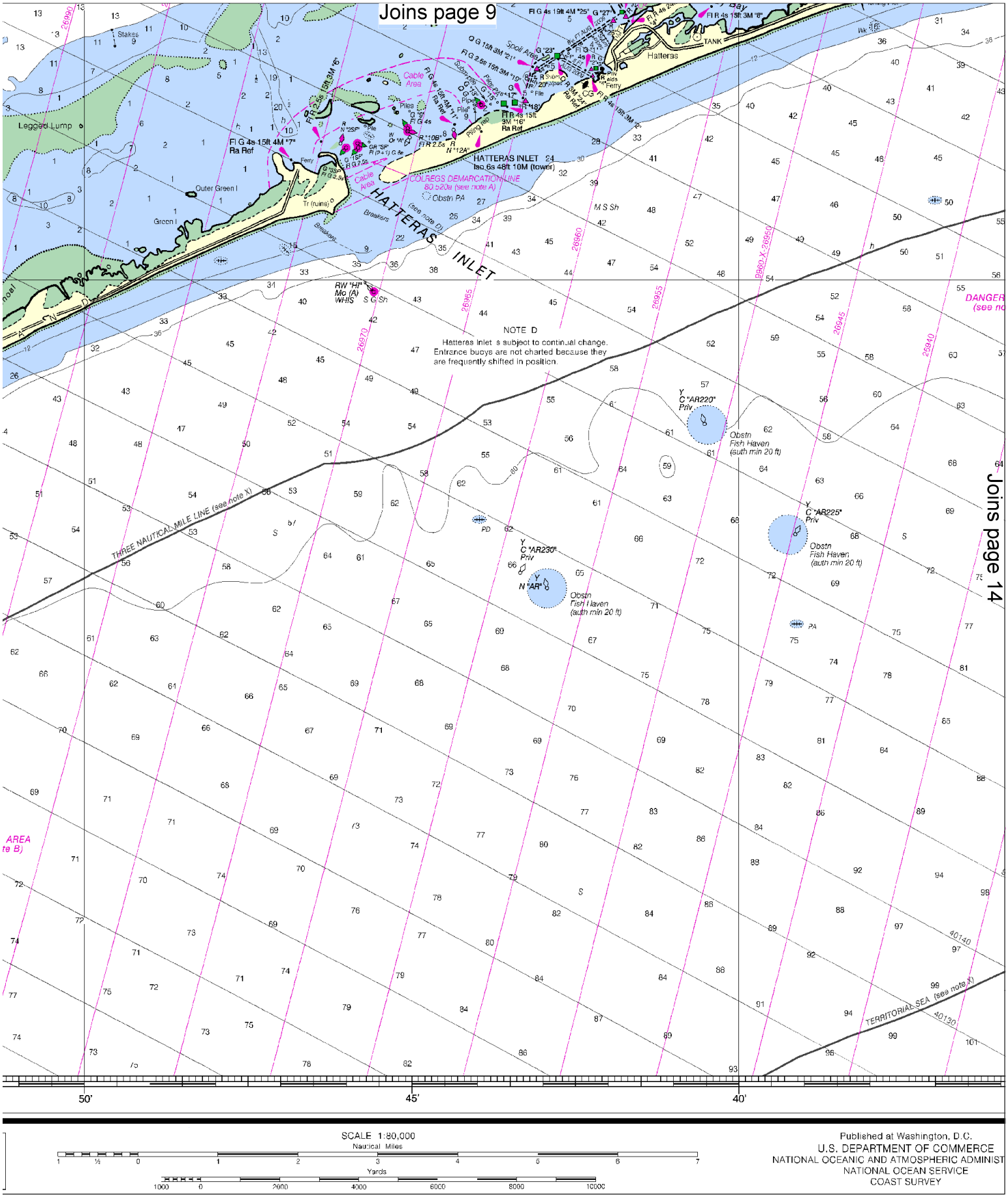
North

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



SCALE 1:80,000

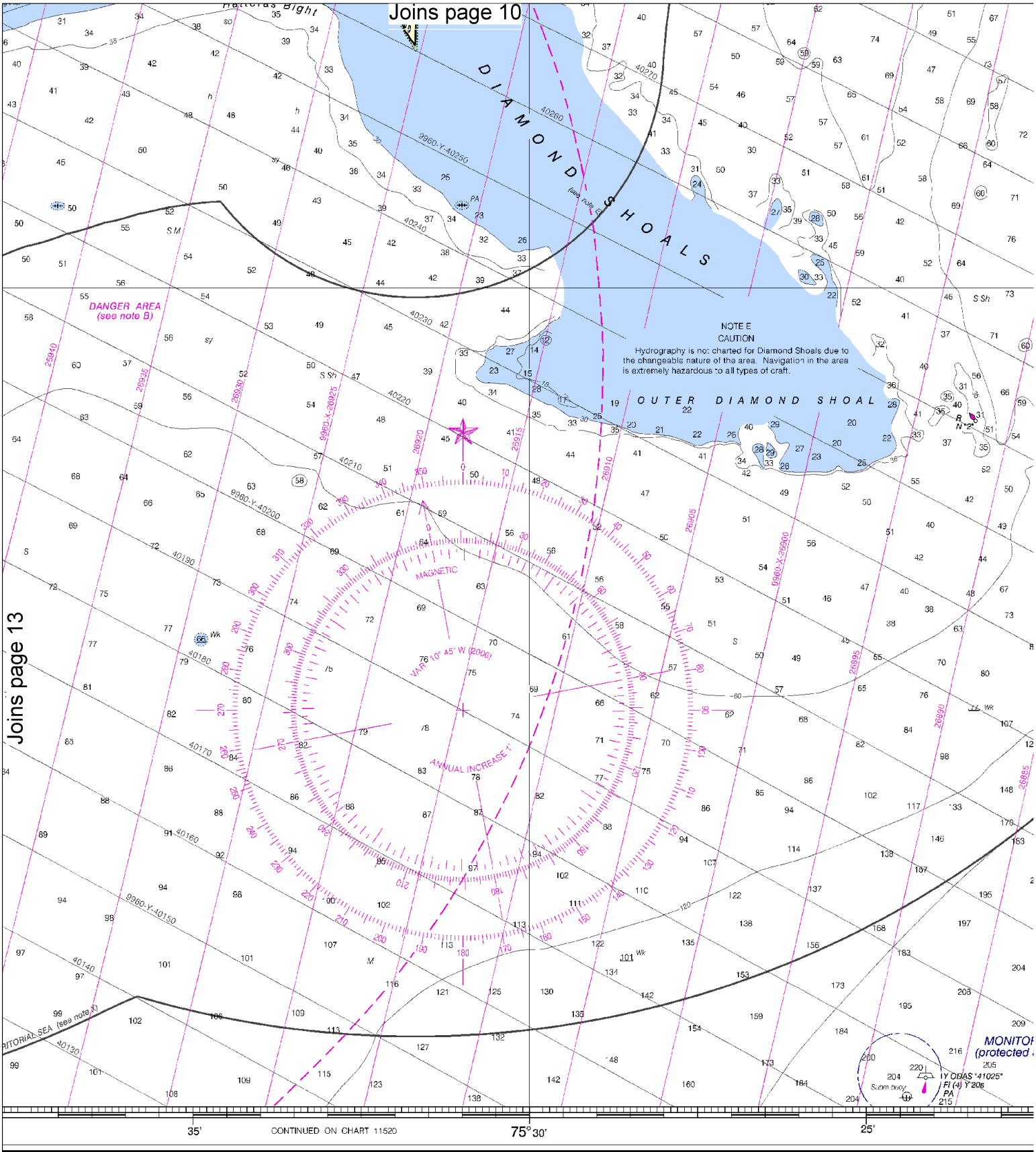
Nautical Miles

1 ½ 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINIST
NATIONAL OCEAN SERVICE
COAST SURVEY



at Washington, D.C.
MENT OF COMMERCE
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OAST SURVEY

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SOUNDINGS IN FEET

North

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Nautical Miles

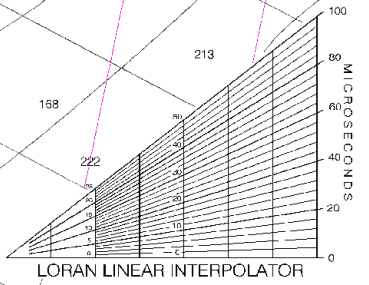
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 11



NOTE X

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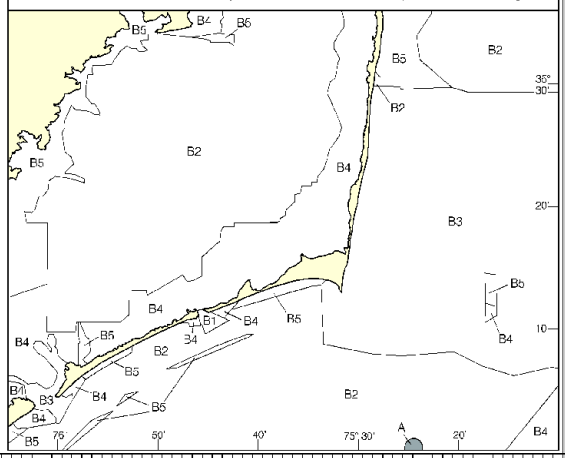
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2003	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



Unexploded depth charge Rep 1957

OR MARINE SANCTUARY
d area: 15 CFR 922; see note A)

CONTINUED ON CHART 11520

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Cape Hatteras

SOUNDINGS IN FEET - SCALE 1:80,000

11555

LORAN-C OVERPRINTED

ED NO. 40
NSN 7642014010117
NGA REFERENCE NO. 11ACO11555

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Elizabeth City – 919-335-6085/6086
Coast Guard Oregon Inlet – 252-441-6260
Coast Guard Hatteras Inlet – 919-986-2175/76
NC Wildlife Resources Commission – 800-662-7137

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.